

**Public Meeting on the
Maricopa Association of Governments
Regional Aviation System Plan Update**

February 27, 2003

**5:00 p.m. to 7:00 p.m.
Maricopa Association of Governments Office
302 North 1st Avenue, Suite 200, Saguaro Room
Phoenix Arizona 85003**

On Thursday, February 27, 2003 from 5:00 p.m. to 7:00 p.m. the Maricopa Association of Governments (MAG) will be hosting a meeting to offer the public an opportunity to provide input on MAG Regional Aviation System Plan Update. This Update is currently in progress, and we are examining four alternatives for meeting the demand for air transportation services in this region to 2025. These alternatives include such projects as: new runways at Phoenix Sky Harbor, Williams Gateway Airport and Phoenix-Goodyear Airport; runway extensions at Chandler, Buckeye, Wickenburg and Glendale; the restoration of Memorial Airfield; and sites for a new general aviation and a new commercial service airport in different parts of the region.

We are seeking public input on these alternatives. This public input together with a technical evaluation of the alternatives will be used to develop a draft set of plan recommendations later this year. If you have any questions or need additional information, please contact Harry P. Wolfe at (602) 254-6300; or e-mail him at hwolfe@mag.maricopa.gov.

The Maricopa Association of Governments Office is located on the northwest corner of 1st Avenue and Van Buren in downtown Phoenix. Parking underneath the office building will be provided free of charge for public meeting participants. A map showing directions to the office is attached.

BACKGROUND

The Maricopa Association of Governments is the regional planning agency for the Phoenix metropolitan area and represents 25 cities and towns, two Indian Communities and Maricopa County. Federal law and regulations give MAG certain responsibilities for transportation planning, and one of those responsibilities involves sponsoring a Regional Aviation System Plan.

The MAG Regional Aviation System Plan Update is a long-range strategic plan with the objective of meeting the air transportation needs of the public to 2025 in a safe and efficient manner. It is being undertaken by the consulting firm of Wilbur Smith & Associates, managed by MAG staff, and guided by an aviation policy committee made up of elected officials of our MAG member agencies.

The plan is examining potential development needs for 16 airports in the region along with the potential for the construction of some new airports. Figure 1 shows the airports that are subject to the study.

According to a comparison of the projected air traffic in the region with the existing capacities of the 16 airports, seven of our airports will exceed their capacity by 2025 potentially resulting in significant delay and inconvenience to the traveling public. In order to address these capacity shortages, the MAG RASP Update has identified four future alternatives which are generally described below. A more detailed list of the projects is attached.

1. Status Quo - only build those airport improvements which have already been scheduled for construction.
2. Improved Technology - in addition to the projects noted above improved technology in air traffic control would increase the capacity of the airport system.
3. Maximized Development - in addition to the projects in the first two alternatives, this alternative would also include expansion of existing airports to the maximum extent feasible.
4. New Airport Development - this includes examining the construction of a new general aviation airport and a new commercial service airport. Several search areas throughout the region have been identified for the placement of these new facilities.

A list of the projects is attached. Each of these alternatives are currently being evaluated in terms of criteria such as airspace, environmental compatibility, cost, impact on delay, of a number of criteria including:

As a part of the evaluation process we are requesting input from the public on the alternatives, the specific airport improvements being analyzed and policies for enhancing the safety and efficiency of the system. This input together with the evaluation of the alternatives, will be used to develop a draft set of recommendations. These recommendations will be presented at a public meeting later this year.

Regional Aviation System Plan

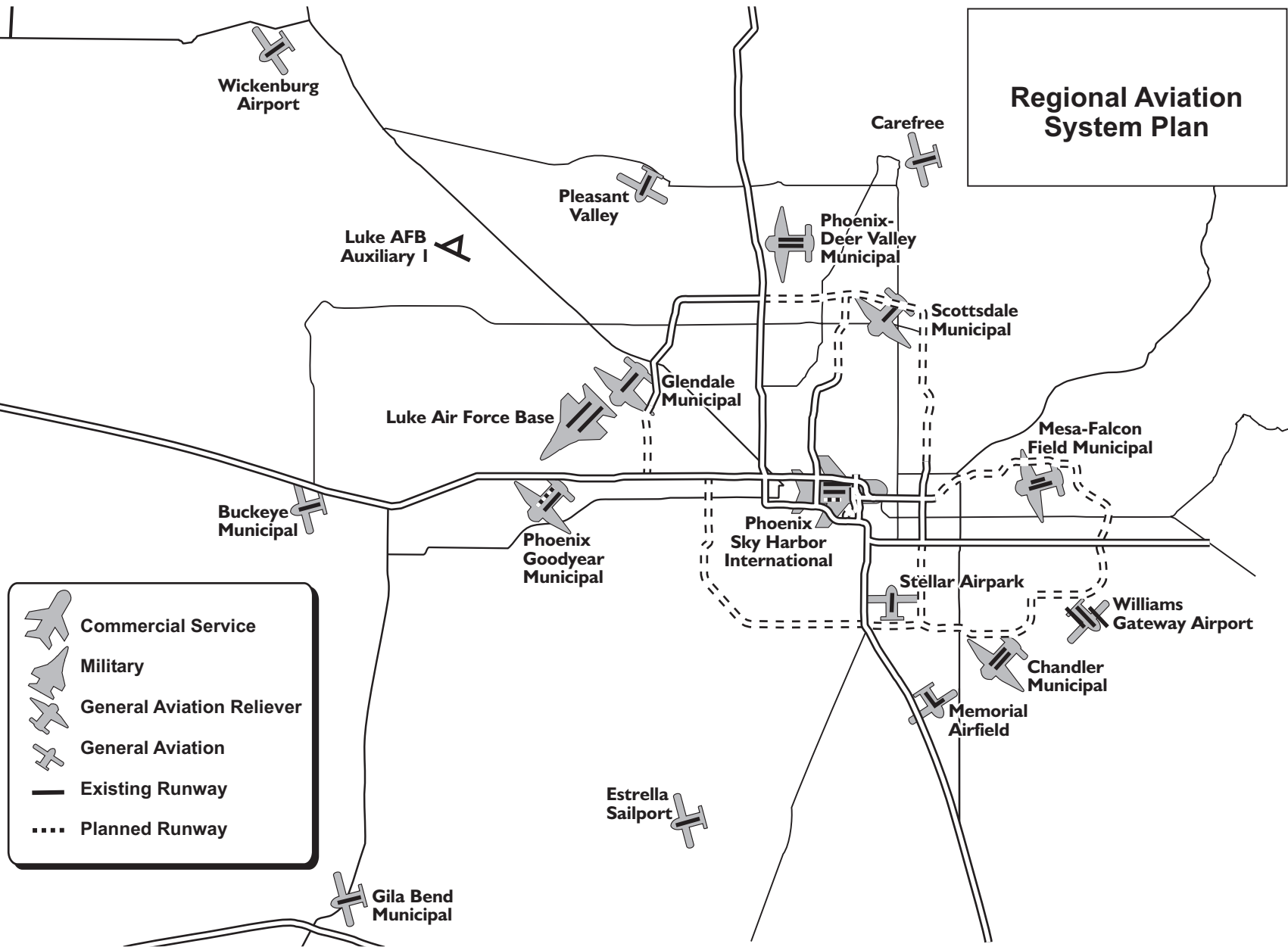
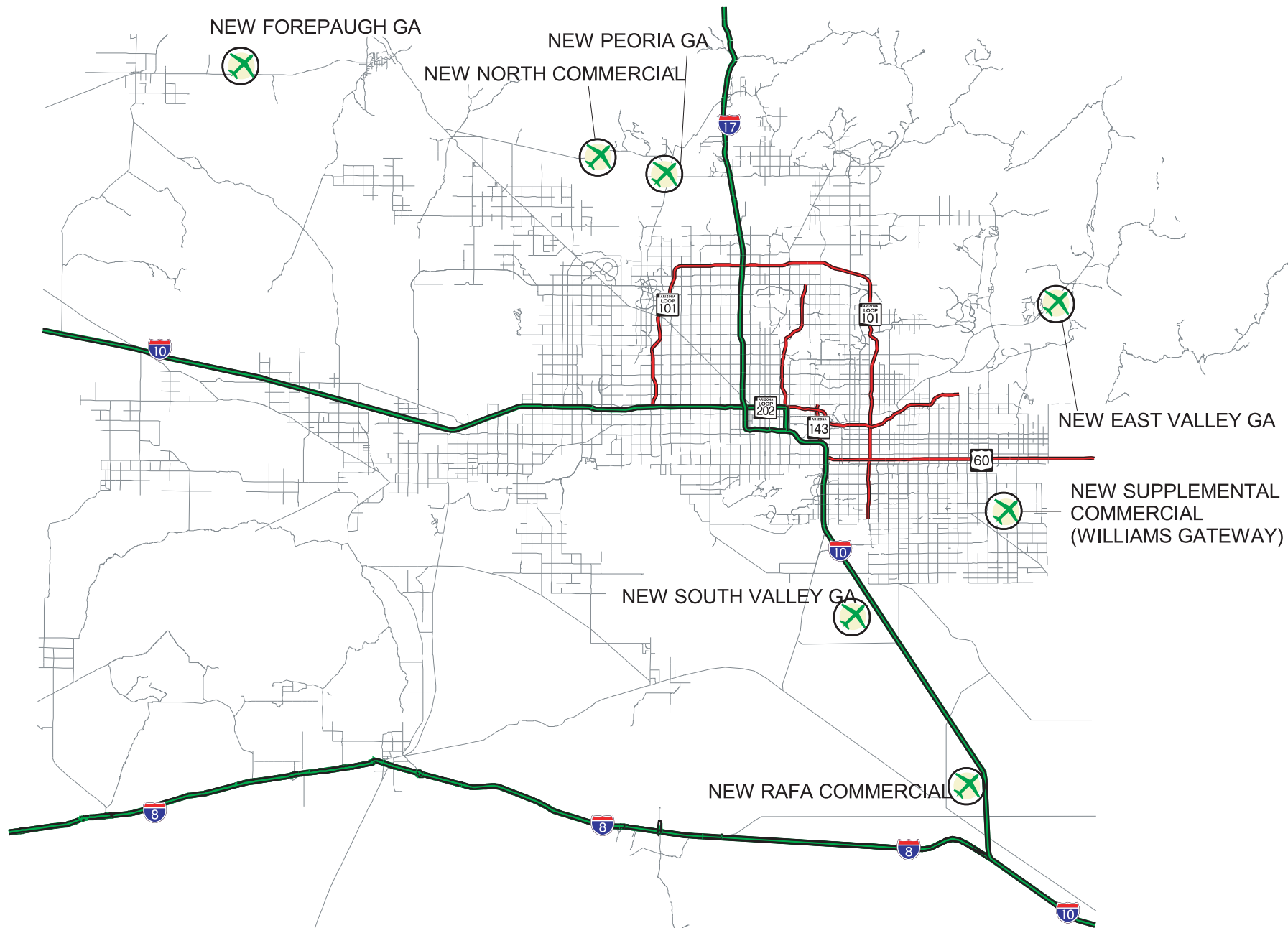
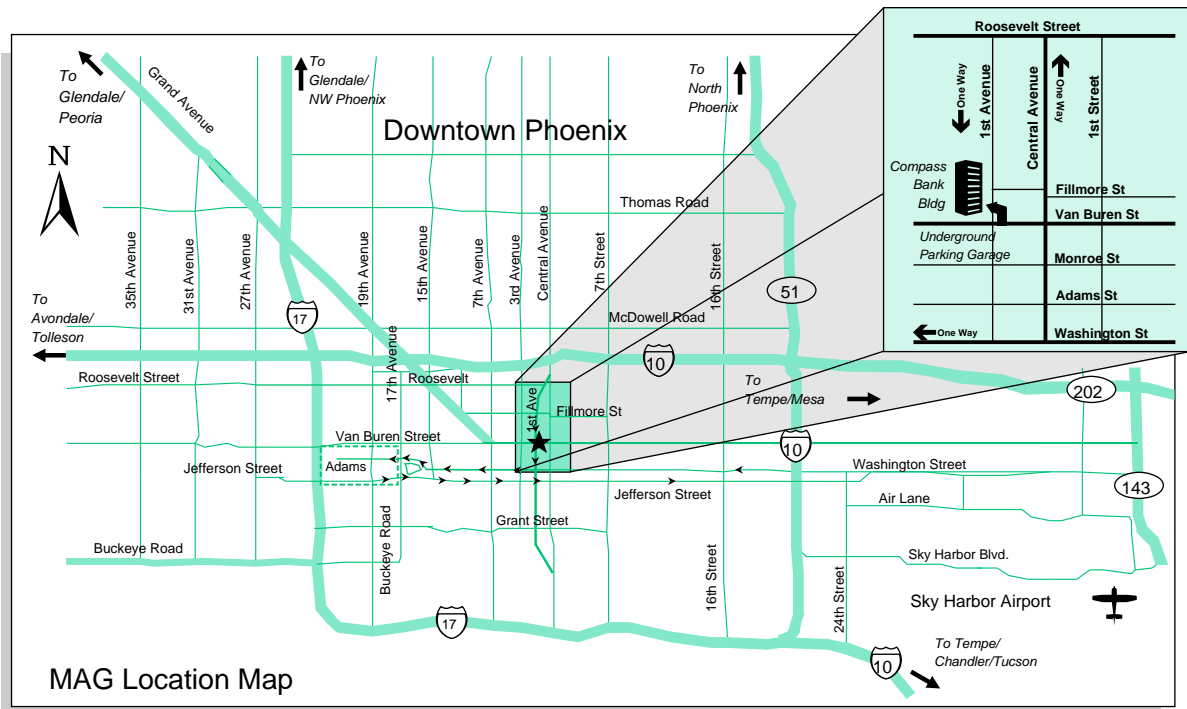


Table 5.1
Summary of Major Items for 4 Alternatives

Alternative	Major Items
Status Quo	<i>Currently programmed projects:</i> Runway extensions – Buckeye, Glendale, Wickenburg
Improved Technology	<i>Improved approaches to afford additional operating capacity:</i> Most expected improvement – Phoenix Sky Harbor, Williams Gateway, Scottsdale
Maximized Airport Development	<i>Expand airports with capacity constraints and upgrades:</i> Buckeye – longer runway, precision approach Chandler – longer runway, precision approach Glendale – longer runway, precision approach Memorial – restoration, new taxiway, nonprecision approach Mesa – precision approach Phoenix-Deer Valley – parallel runway, precision approach Phoenix-Goodyear – parallel runway, precision approach Phoenix-Sky Harbor – 4th runway, precision approach, addt'l terminal Pleasant Valley – pave runway & parallel taxiway, nonprecision approach Scottsdale – addt'l parallel taxiway, precision approach Wickenburg – longer runway, nonprecision approach Williams Gateway – longer runway, precision approach, addt'l term space, additional runway
New Airport Development	<i>GA:</i> Peoria/Pleasant Valley Wickenburg/Forepaugh New – south/southeast search area (south of Chandler) New – northeast search area (northeast of Scottsdale) <i>Commercial:</i> Expand Williams Gateway – New – north search area (studied by City of Phoenix) New – south search area (studied by ADOT – RAFA)

Source: Wilbur Smith Associates





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